



It's time for the TIP Tour. This year, the journey is at your fingertips

Video tour will be posted on MPO Web site for easy viewing.

How would you like to tour central Delaware from your favorite seat?

The Dover/Kent County Metropolitan Planning Organization's 2014 TIP Tour gives the public the freedom to see what transportation projects are in store in central Delaware for the next few years, any time of day or night, in any weather, from anywhere they are in the world. All they need is an Internet connection to make the trip.

The MPO has held a free TIP Tour nearly every year since 2004. These tours, however, were held on a bus that took riders around central Delaware to see various sites listed in the Transportation Improvement Program, which represents the first few years of a much longer-range Metropolitan Transportation Plan. The bus tour typically took approximately three hours.

"With the bus tour, we could only reach those who attended," MPO Public Liaison Kate Layton said. "With the Web-based tour, we hope to reach as many people as possible.

A Web-based tour, Layton said, allows people to see the proposed transportation projects around Kent County without having to give up half their day. It additionally gives viewers

the luxury of hearing the information and seeing the associated maps multiple times.

There's an added benefit of allowing not just Dela-

link shows images of the site proposed for improvements while Layton narrates the project description. Viewers can also choose to see the tour with Spanish subtitles.

drawings of where the improvements would be and what they would look like.

The idea for a video tour came when the MPO was updating its Public Participation Plan, and staff

was thinking of alternate means of public outreach for the TIP. To take the virtual tour, visitors to the MPO Web site will see a map dotted with pin points that are links to short videos about TIP projects. There also are links that give an introduction and instructions about the video tour as well as a conclusion and credits link. Visitors can view as many or as few of the clips as they prefer. To hear information again, visitors click on the specific link and re-play the segment.

"We're encouraging people to view all the sites, of course, but viewers have the freedom to view as many or as few of the links as they like," Layton said. "If people are interested in just one or two sites, they don't have to go through a whole video for that information."

The Dover/Kent County MPO's Web-based TIP tour will be available soon at: www.doverkentmpo.org.



ware residents to view the TIP sites, but any visitor to the MPO's Web site, so the MPO is reaching as many people as possible. Each

MPO Planner Chris Kirby filmed each of the TIP sites and then edited in voice narration about the site, as well as maps and

MPO PARTNERS WITH AGENCIES AT 55+ EXPO



On April 4, Dover Downs Hotel & Casino was the hot spot to be for people age 55 and older. The Central Delaware Chamber of Commerce held its annual 55+ Expo, and the Dover/Kent County Metropolitan Planning organization was there to join in the fun. The MPO, DART, AAA mid-Atlantic and the Delaware Division of Motor Vehicles partnered as silver sponsors for the event. With a corner booth in the Dover Downs main ballroom, the agencies, all members of the Senior Driver Task Force in Delaware, provided a kind of “transportation information station,” by providing various types of transportation information, such as DART schedules, travel, driver safety, bicycle and walking safety, and news about transportation plans and programs.

In all, the all-day expo had nearly 5,000 attendees — 500 more than last year — and had



LEFT: Pam Lilly of the Delaware Division of Motor Vehicles talks to attendees at the Central Delaware Chamber of Commerce's 55+ Expo. The DMV, AAA mid-Atlantic, DART and the Dover/Kent County MPO were expo sponsors together, and provided transportation information to attendees.



RIGHT: Jim Lardear of AAA mid-Atlantic and Sara Fuller share a laugh at the 55+ Expo.

112 vendors, including a wellness center that provided health screenings. Many of the attendees came from out of state.

According to Chamber of Commerce records, 27 motor coaches arrived from Pennsylvania, New Jersey, Maryland, and North Carolina, among others.

DART HAS NEW CHIEF OPERATING OFFICER



Paprcka

On March 4, DART welcomed its new Chief Operating Officer, Richard Paprcka. Paprcka comes to DART from New Jersey Transit, serving most recently as its director of maintenance for Northern Division Bus Operations.

Paprcka has worked in the transit industry since 1981. He started his career as a mechanic with New Jersey Transit, and later progressed into the engineer group responsible for bus pur-

chases and in-plant inspections. In 1994, Paprcka became director of Electronic Systems Support after he played a key role in the system wide fare collection installation. From 1996 to 1999, he was the Director of Maintenance for the southern and central divisions of New Jersey Transit.

In September 1999, Paprcka became director of maintenance for the northern division of New Jersey Transit where he was responsible for the maintenance of six locations, 450 employees, and nearly 1,000 buses.

During his career at New Jersey Transit, Mr. Paprcka found time to be a

member of the National Ski Patrol from 2000 to 2006. He was also a member of the Eastern Bus Maintenance Management Organization.

As DART's new chief operating officer, Paprcka oversees the maintenance and condition of all fixed route and Paratransit buses, DART facilities, bus ADA compliance and passenger ADA eligibility, and as personnel director for the bus drivers.



DelDOT, MPO aid Del State in pedestrian study

Early plans for road improvements near Delaware State University envision leafy landscapes and smoother paths. The designs also would make crossing along two major roads near the school — College Road and U.S. 13 between Scarborough Road and Leipsic Road — easier and safer by encouraging people to use marked crosswalks.

Del State and the Delaware Department of Transportation's planning department initiated the study last summer to develop and evaluate pedestrian crossings between the university, U.S. 13 and College Road.



A sidewalk along Delaware State University, without improvements, invites unsafe high-way crossing.



Delaware State University students walk down the sidewalk in this depiction of what the pathway could look like following landscape improvements to encourage people to cross the road at marked walkways.

See DELSTATE on Pg. 5

MPO INITIATES PEDESTRIAN STUDY ALONG DEL. 8

A pedestrian study near the new Dover High School could be finished in May.

If so, it should show where sidewalks and other traffic improvements are needed by the time the building opens in Fall 2014.

The Dover/Kent County Metropolitan Planning Organization initiated the pedestrian study in March to look at the existing network for walking facilities that are within two miles of the new high school on Del. 8. The Capital School District, which oversees Dover High, is not required to provide bus service to students who live within a two-mile radius of the new building, unless there is no safe means for them to walk. Otherwise, students from neighborhoods as close as Cranberry Run along Del. 8 would be bused to school, which would be more expensive for the district.

See STUDY, Pg. 5



A pedestrian-activated traffic signal, like the one depicted here, is proposed for the intersection of Del. 8 and Heatherfield Way to provide a safe pedestrian crossing. (Source: Ada County Highway District, Idaho)

MPO, AIR QUALITY PARTNERSHIP KICKS OFF zone SEASON 2013

Earth Day turned 43 this year, and organizations across the country held activities to celebrate nature and the environment. The Air Quality Partnership of Delaware, kick started ozone season in the First State.

The kick-off was part of the festivities at the Delaware Nature Society's third Earth Day celebration in Wilmington. The April 20 event was held at the DuPont Environmental Education Center near the Riverfront in Wilmington. Composting demonstrations, canoe trips, nature hikes, face painting, crafts and music were part of the fun. The AQP got into the spirit of the day by per-



Batman and friends kicked off Ozone Season 2013 on April 20 at the Delaware Nature Society's annual Earth Day celebration at the DuPont Environmental Education Center in Wilmington. The AQP put on a skit personifying meaning of the colors of the Air Quality index, green, yellow, orange and red.

forming a skit about the air quality color-coded index.

Each color of the index — green, yellow, orange and red — indicates a safety level of air quality during ozone season, which runs from April through September. Green and yellow indicate lower pollution levels in the air, which means it's safe for people to be out. Orange and red indi-

cate higher air pollution levels and caution people, par-

ticularly health-sensitive groups, to take cover.

The Air Quality Partnership is a group of citizens, public agencies, and private corporations concerned about the region's air quality. Its mission is to raise awareness and inform Delawareans about practices that improve air quality and citizen health. On days when air quality is poor (action days), a free service called Enviroflash sends e-mail alerts for people to take measures that improve air quality.

Lowering air pollution is be easy and can save you time and money. Here are a few tips:

- 1) **Combine trips.** Have a lot of errands to run? Combine them into one trip, often called a "trip chain." This saves time, stress and reduces pollution. Starting a vehicle after it has cooled causes it to emit pollution equal to a 30 mile drive.
- 2) **Avoid topping your gas tank.** Fuel pumps automatically stop when a gas tank is full. Adding extra gas in your tank after the pump stops affects the pump's calibration system, for the next few that use the pump. Remember, when the gas pump 'clicks,' you're done.
- 3) **Share a ride.** It saves gas and reduces pollution by reducing the number of vehicles on the road.
- 4) **Care for your car.** Regular tune-ups, oil changes and proper tire inflation can improve vehicle performance and reduce emissions by up to 10%.
- 5) **Fuel up at night during ozone season.** Refueling during cooler periods of the day can prevent gas fumes from heating up and creating ozone.
- 6) **Wait to mow the lawn.** If you use a gasoline powered lawn mower, wait until early evening to cut grass. Fumes are less likely to get trapped in the atmosphere than during the heat of the day.
- 7) **Walk.** It's easy to do for short trips, saves gas and is better for the air.
- 8) **Bicycle.** Keep yourself and air quality in good condition.
- 9) **Take mass transit.** When possible, do it to reduce pollution and traffic congestion.
- 10) **Spread the word.** Let others know how simple steps can make a difference.

DELSTATE, CONTINUED FROM PG. 3

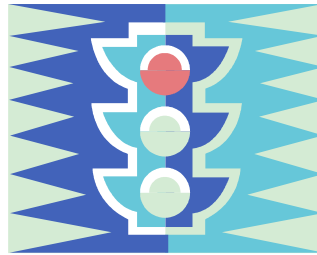
MPO Executive Director Rich Vetter said the MPO became involved at the start by lending support through review of the plan and its concepts, and later attending meetings as the study progressed.

Engineering consulting firm JMT helped the effort last September by conducting pedestrian counts to determine where people crossed College Road and U.S. 13 to and from Del State.

The eight-hour count found that 74 people crossed U.S. 13 by the campus at uncontrolled intersections (not marked with crossings), 167 people crossed College Road at unmarked areas and 78 people crossed U.S. 13 on Saturday at uncontrolled locations, often dodging high speed and high volume traffic.

Students, faculty and Del State staff answered surveys that asked how

they get to, from and around campus, if there were any barriers to walking and biking to campus, including along College Avenue. Stakeholders, or people who live or run businesses in the study area, answered a separate survey regarding customer travel habits and chal-



lenges they've observed along U.S. 13.

Of the 80 people who responded in the survey, the top three concerns that surfaced included difficult intersection and road crossings, high traffic speeds and unsafe driver behavior, especially

drivers making turns who don't watch for crossing pedestrians.

The study proposed a number of improvements for the area, such as sidewalk construction and improvement between College Road and Rustic Lane. Other proposed improvements aim to fill sidewalk gaps between the Del State entrance and Rustic Lane, widen the sidewalk along the southbound lanes of U.S. 13 from the Dover Mall Entrance to College Road for a shared use trail, and plant a landscape buffer along the trail to separate pedestrians from traffic and discourage them from crossing the street mid-block. In addition, DelDOT is evaluating proposals to provide a designated mid-block pedestrian crossing on College Road.

Proposed improvements could receive money and enter the design stage after July 1, when fiscal year

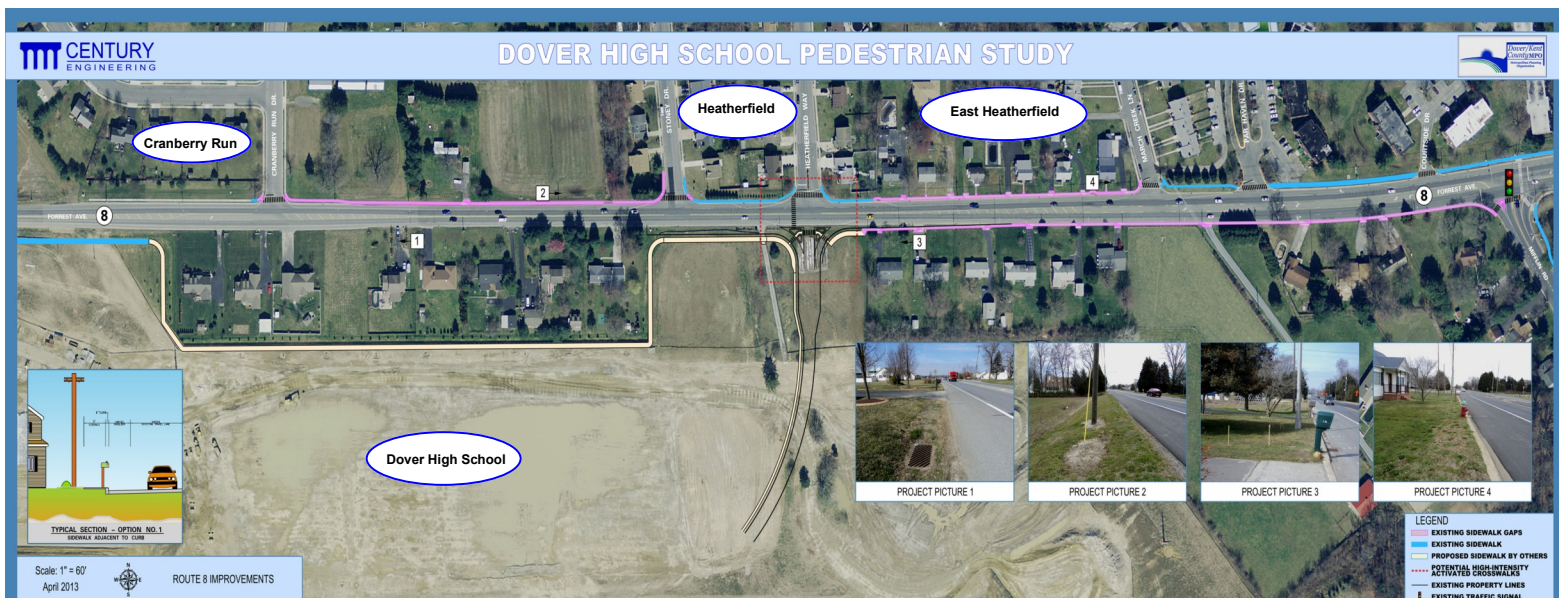
STUDY, CONTINUED FROM PG. 3

A working group, comprised of representatives from the school district, the city of Dover, the Delaware Department of Transportation and the MPO are looking at the roads to find ways to fill in sidewalk and other gaps in pedes-

trian facilities, as well as other pedestrian safety measures.

Besides Del. 8, the study includes Hazlettville Road, Mifflin Road and Kenton Road. One of the proposed traffic improvements is a pedestrian-

activated traffic signal at the east end of the school so students walking to Dover High could safely cross Del. 8.



This map shows where sidewalks exist and where more sidewalks and bike paths could go along Del. 8 near the site of the new Dover High School. Traffic likely will increase on the road once the school opens in FY 2014.

JOURNEYS SPOTLIGHT



David Edgell
Principal Planner
Delaware Office of State
Planning Coordination



Complete Communities are Healthy Communities

This is Part I of a two-part question and answer spotlight on David Edgell and his thoughts about one a rising trend in urban planning, called “complete communities.”

Q: What is the Delaware Office of State Planning Coordination and what does it do?

A: The Office of State Planning Coordination (OSPC) reports to the Governor's Office and staffs the Cabinet Committee on State Planning Issues. The office's mission is the continuous improvement of the coordination and effectiveness of land use decisions made by state, county, and municipal governments while building and maintaining a high quality of life in Delaware. OSPC meets its mission through:

- Effective coordination of state, county and local planning efforts;
- Coordinating state agency review of major land use change proposals prior to submission to local governments;
- Research, analysis, and dissemination of information concerning land use planning; and,
- Supply state agencies and local government with information about spatial data and Geographic Information Systems (GIS).

Thomas R. Carper created the Office of Planning Coordination in 1995 when he was governor because planning coordination (or lack thereof) had become an issue by the 1990s. In 1999, the office prepared the first version of the Strategies for State Policies and Spending, which the state updated in 2004 and 2011.

Q: What is your role at the office? Tell us a little about yourself as well.

A: I am a principal planner with OSPC. My title is circuit rider planner for Kent

County. As such, my primary responsibilities include coordinating and aligning state land use priorities and resources with county, municipal and development interests. In addition, I work on statewide land use planning, selecting new school sites, capital and facilities planning, and demographics.

I am a Dover native, and have lived all but seven years of my life here. In my seven years away from Dover, I was in college, graduate school and working in Florida, New York state, and Washington, D.C. These were all very nice places to live, but ultimately they gave me a greater appreciation for the quality of life we enjoy in Kent County. We are close to major cities, but our character is rural. I like the outdoors, and there are plenty of opportunities to enjoy hunting, fishing, bicycling, boating, birding, etc. just minutes from our most urban places. That is rare in the other places that I've lived, so I'm glad that I have been fortunate to be able to live and work in my hometown.

Q: What are some emerging trends that your office is tracking?

A: Since the original State Strategies was developed in 1999, my office — and by extension the state government — has supported a pattern that directs development to areas where there is infrastructure to support it, and away from rural areas that lack proper roads, police, schools and other services and infrastructure. For many years, this clashed with developers' and home buyers' preferences. Suburban and rural development was profitable, easy to do, and there were plenty of customers who wanted homes in remote subdivisions. A number of trends are emerging and converging to change the suburban style of development that has characterized much of the growth from the last, oh, 60 years.

First, the housing crisis has changed people's minds about real estate. Bigger and pricier isn't always bet-

ter. Consumers are looking at houses that more realistically fit their needs and lifestyles.

Second, energy prices have continued to increase, which has made smaller homes, shorter commutes, and public transit more appealing than ever. Third, there is an increasing awareness of the health impacts from our suburban development patterns. Obesity rates are skyrocketing, as are chronic illnesses such as heart disease and diabetes that come from obesity. The doctors' orders are to eat right and exercise regularly. Yet, regular physical activity is often not possible in remote, suburban areas with long auto commutes, no sidewalks, and few parks. Thus, the appeal of more “complete communities” including sidewalks, parks and other amenities has increased.

Some startling demographic trends are having an effect too. The largest generation, the Baby Boomers, generally people in their late 40's to late 60's, are starting to retire. Some in this age are downsizing to smaller homes. These individuals also tend to migrate to complete communities that are full of activities and amenities. Another large age group is the Millennials, or people in their early 20's to mid 30's. Market research on this generation's preferences indicate that it wants socially active communities where they can be close to work, friends, and their favorite activities. This group prefers urban living more than previous generations, and is therefore drawn to these same complete communities.

Q: What is a complete community? Are there any in Delaware, or in Kent County? If not, will we see any in the near future? If there are any around here, will we see any more of them?

A: Delaware's planning approach has evolved from simply being about directing development to places with adequate infrastructure. While this is still critically important, we realize that there are many other factors that go into creating high quality places where people want to live, work and play. We've started calling such com-

Spotlight, continued

munities “complete communities.”

As we have defined it, a complete community has a number of important characteristics. These include:

- Complete streets, which accommodate pedestrians, bicycles and transit in addition to autos
- Efficient land use that provides a mix of residential, commercial, and industrial activities essential to a healthy economy
- Healthy and livable attributes, such as trails, parks and access to healthy foods
- Elements which provide activities, festivals, and programs that enhance social connections and a sense of place; and
- Sustainability which relates to harmony with the natural environment as well as a sustainable economy.

Plenty of places embody these principals in Kent County. They tend to be our older, more traditional communities and neighborhoods. Parts of

Dover, Smyrna, Milford and other towns contain all of these features. Interestingly, not many new developments contain these elements. For the past 50 to 60 years, we have been building single-use developments. An exception to this is the Eden Hill neighborhood in Dover. This project was designed as a complete community before we even created the term. When finished, Eden Hill will have a variety of residential uses ranging from small condos to houses. It will have open spaces, parks, historical sites, sidewalks and trails, and a commercial area to support community residents. The development also includes a medical office complex, which will make first-class health care easy to access from the community. I think we will see more developments like Eden Hill as time goes on, driven largely by the consumer preferences that I mentioned earlier.

Q: How is the OSPC addressing the complete communities approach?

A: The OSPC has partnered with the

Delaware Department of Transportation and the University of Delaware's Institute for Public Administration (IPA) to research the concept of complete communities. Last year, IPA conducted extensive research into the topic and developed the five components that I just mentioned. IPA also created a very informative Web site that contains the results of much of its research.

The public may visit the site at: www.completecommunitiesde.org.

Last November, the OSPC hosted a very well attended summit which included speakers from as far away as Michigan and Washington. The concept of complete communities inspired the local government leaders, Realtors, bankers and developers who attended and they wanted to learn more. This year, the OSPC, IPA and DelDOT will continue their complete communities research. The Complete Communities 2013 Summit will take place on Nov. 4 at Dover Downs Hotel & Casino in Dover.

Passenger rail study yields preliminary results

Passenger rail service could come to lower Delaware and the Delmarva Peninsula some day, but it could be a few years until funds are all aboard.

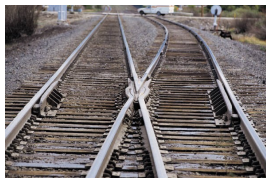
The cost to extend passenger trains from New Castle County through Kent County, Del. and into Maryland could cost between \$340 million and nearly \$700 million according to preliminary results from the Delmarva Inner City Rail Study, which has been ongoing for the past couple of years. A March 27 public workshop at the Delaware Department of Transportation in Dover unveiled preliminary results of the study as well as the vision for the project. Its high sticker price indicated that the cost of this venture is likely too high for Delaware to afford right now.

The study evaluated passenger rail service from New York and Washington, D.C. to Berlin, Md., with stopping points through Delaware in Wilmington, Newark, Middletown, Dover and Georgetown. The estimated cost to operate service to Berlin hovered around \$340 million. Joe Gurskis, principal consultant for goods movement

consulting services at Parsons Brinckerhoff consulting firm in Herndon, Va., said PB evaluated the merits of a train stop in West Ocean City, Md., which would up the total project cost to \$696 million.

Gurskis said the area's population and economic development needs prompted the study. In 2010, Delaware applied for and received \$450,000 from the Federal Railroad Administration to pay for part of the feasibility study, while Delaware paid \$405,000. Maryland contributed \$45,000 for the study.

The point of the feasibility study was to determine if extending passenger rail service down the Peninsula is worthwhile from an economic, operational and transportation standpoint. Trains would have to have enough riders to justify extending service down the peninsula.



Gurskis said the study first looked at the big picture of the entire Delmarva corridor to find

any standout problems. Other questions regarding type of service, how many trains would travel per day, where they would go and when they would travel, soon followed. Potential for trip flexibility also was a factor in the study — that riders would be able to transfer trains from the Delmarva corridor and go elsewhere by rail, Gurskis said.

Although Delaware had regular passenger rail service a century ago, freight trains now dominate the tracks, passing textiles and agricultural goods along the Delmarva corridor. Putting passenger trains back on the tracks would require the installation of passing sidings — tracks that would allow these faster-moving trains to pass the slower-moving freight trains. Federal guidelines also would require about \$65 million worth of safety equipment and signals.

The study will incorporate comments from public workshops like the one in Dover into the final feasibility report. DART First State is taking comments regarding the study through DARTFirstState.com. Parsons Brinckerhoff will hold a similar workshop in Berlin sometime in May.

Asthma Under the Big Top

Asthma Awareness Day

When: 10 a.m. to 1 p.m., Saturday, May 11

Where: Bayhealth Kent General Medical Center,
Dover, DE, Pavilions I & II

Guest Speaker — 11-11:30 a.m.

Brian Walsh, D.O., Bayhealth Pulmonary Medicine

Fun and Educational Activities for Families

Information and display tables

Carnival themed games and activities for kids

Puppet show

Mother's Day crafts and cards

Giveaways

Snacks and beverages

Spacers and peak flow meters available to those
who qualify while supplies last.

For more information, contact Nicole Goldsboro:

American Lung Association in Delaware

(302) 737-6414 X 16 ngoldsboro@lunginfo.org



We're on the Web!
www.doverkentmpo.org
Also visit us on Facebook and Twitter

Journeys has gone electronic



Due to changes in postage regulations, paper and postage costs, and a desire to be more environmentally friendly, the Dover/Kent County Metropolitan Planning Organization is now delivering its newsletter, Journeys, via the Internet. The newsletter will be available on the MPO's Web site at

www.doverkentmpo.org, and by e-mail. To join the Journeys e-mail list, write to kate.layton@doverkentmpo.org, or call the office at (302) 387-6026. Thanks for helping the MPO's efforts to save on costs and be earth conscious.

Phone: 302-387-6030

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